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INTELLIGENCE

AMR COMBS, which has not added a new fixed-base operation to its chain since the beginning of last year *(BA, Dec. 24, 1990/243)*, last week announced a major expansion of one of its East Coast facilities and said it is "actively seeking" new FBO locations *(see article on Page 46)*.

CESSNA CHIEF EXECUTIVE Russ Meyer, who has twice unveiled proposals designed to enhance general aviation safety by requiring more stringent airworthiness standards for older aircraft in the GA fleet, is planning to address the issue again at this week's Experimental Aircraft Association Convention. Cessna said Meyer will announce "a comprehensive aviation safety enhancement initiative" at a news conference today in Oshkosh. Meyer made proposals in 1989 and 1991 that provided for installation of improved systems in older aircraft and more demanding proficiency requirements for pilots *(BA, April 22, 1991/165)*. Those proposals encountered strong opposition from the Aircraft Owners and Pilots Association *(BA, June 17,1991/248)*.

AOPA'S REACTION to Meyer's latest proposal is likely to be more favorable. AOPA President Phil Boyer, who will be in attendance at Meyer's speech today, told *BA* last week he believes the thrust of Meyer's latest idea is using Cessna Pilot Centers to provide better training for owners of Cessna aircraft. "If it's a safety education program, we're all for it," Boyer said, but warned that AOPA will continue to oppose new requirements that would force aircraft owners to install new equipment on planes that are already airworthy.

SENATE APPROPRIATIONS COMMITTEE last week agreed to preserve FAA's right to require 10-year criminal background checks for individuals with unescorted access to secured areas of airports. While the committee acknowledged that it had many concerns over FAA's proposed security regulations, it also said that the House's provision to prohibit the issuance of the regulations "would completely undermine the intent of the Aviation Security Improvement Act" *(BA, July 13/10)*. The committee added that FAA has indicated plans to modify the proposal "to limit its application." The committee included its remarks in the Senate version of the fiscal 1993 transportation funding bill *(see related article on Page 46)*.

ISHIDA AEROSPACE RESEARCH expects to make a decision within the next few weeks on which engine will power the company's proposed TW-68 tilt-wing aircraft *(see related article on Page 46)*. The company had announced nearly two years ago that it would use some model of the Pratt & Whitney PT6A turboprop, but a spokesperson for Ishida told *BA* last week the company also is considering the T800 turboshaft. The T800, a 1,200-shaft-horsepower engine being developed by Garrett and Allison, was designed as the powerplant for the Army's RAH-66 Commanche light helicopter .

SENATE FINANCE COMMITTEE once again last week approved a repeal of the 10 percent luxury tax on aircraft, boats, jewelry and furs. The measure was included in the Senate's version of the urban aid bill, which was passed by the House in early July *(BA, July 6/6)*. Senate Finance Committee in late June also approved a luxury tax repeal measure, but that was included in a much narrower bill *(BA, June 22/254)*. The urban aid bill contains many of the same provisions as the previous legislation, but also provides a number of other tax incentives — including those intended to create the so-called "enterprise zones." The urban aid bill also provides a one-year, 15 percent investment tax allowance for new equipment and relief for corporations that pay the alternative minimum tax.

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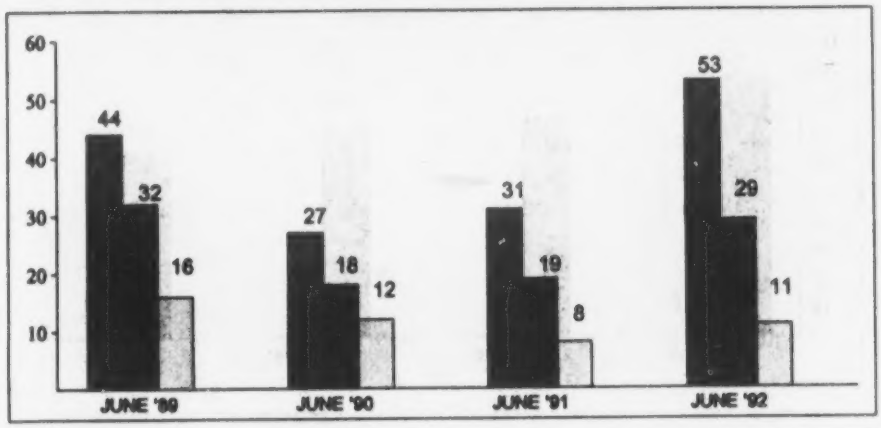
USED RETAIL JET DELIVERIES — NORTH AMERICA



LIGHT

SN601 Corvette
Beechjet 400
Citation I + II
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/31/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

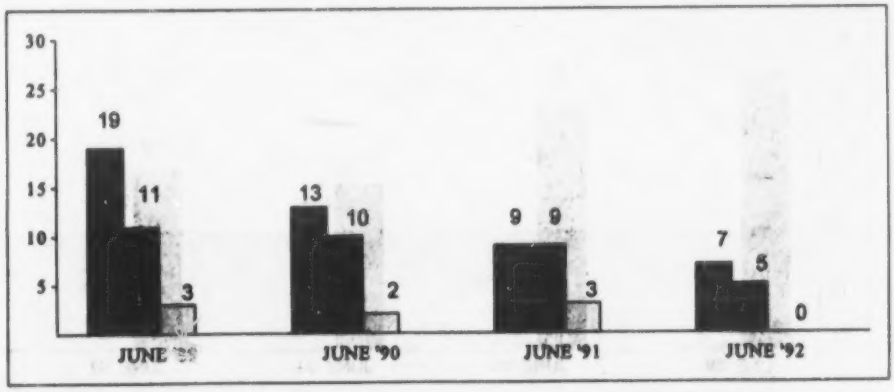
MEDIUM

Citation III + VI +VII
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55 Series
Saberliner (All Models)

HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

USED RETAIL JET DELIVERIES — OUTSIDE NORTH AMERICA



LIGHT

SN601 Corvette
Beechjet 400
Citation I + II
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/31/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation III + VI + VII
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55 Series
Saberliner (All Models)

HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AvData, Inc. Wichita, KS

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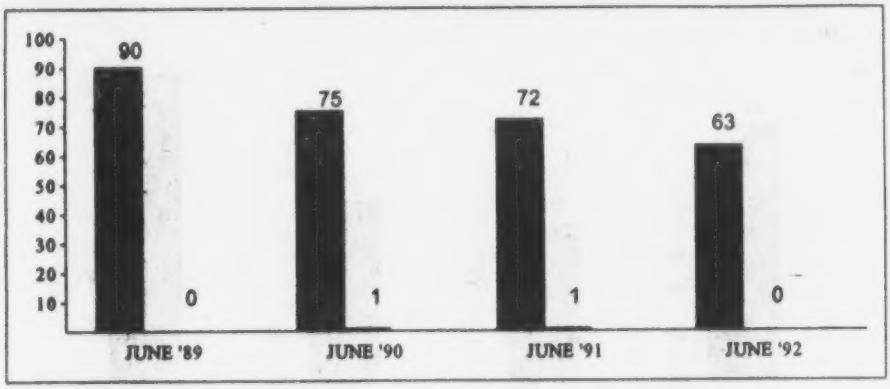
USED RETAIL TURBOPROP DELIVERIES — NORTH AMERICA



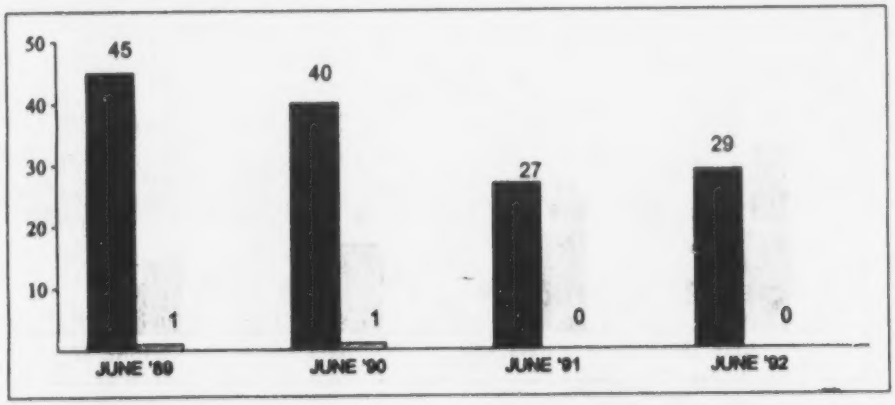
MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

HEAVY

G159 Gulfstream 1
All airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

USED RETAIL TURBOPROP DELIVERIES — OUTSIDE NORTH AMERICA



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